

D. F. TAYLOR,  
Steward.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS CO.  
LIMITED, LONDON.  
DODWELL & CO., LIMITED,  
General Managers.

NEW SERIES No. 3037. 日十初月四年八十二德光

SATURDAY, MAY 17, 1902.

六拜禮 號七十月五英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,710,000

Head Office: YOKOHAMA.

Branches and Agencies:  
TOKYO, KOBÉ,  
NAGASAKI, LONDON,  
YOKOHAMA, NEW YORK,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI,  
TIENTSIN, NEWCHANG,  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION BANK OF LONDON, LD.  
HONGKONG BRANCH: INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.  
Hong Kong, 27th March, 1902. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$14,250,000  
STERLING RESERVE ..... \$10,000,000  
SILVER RESERVE ..... \$4,250,000  
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:  
R. SHEWAN, Esq., Chairman.  
Hon. J. J. BELL-IRVING, Deputy Chairman.

Chief Manager:  
Hong Kong - J. R. M. SMITH, Esq.  
Shanghai - H. M. BEVIS, Esq.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG - INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.  
Hong Kong, 1st May, 1902. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.  
Hong Kong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £324,374

HEAD OFFICE: HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq., C. Ewens, Esq.,  
Chow Tung Shang, Esq., Julius Focke, Esq.

Chief Manager:  
GEO. W. F. PLAYFAIR.  
Interest for 12 months Fixed ..... 5 %  
Hong Kong, 3rd May, 1902. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS: Messrs. N. M. ROTHCHILD & SONS, UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAENDER, Manager.  
Hong Kong, 15th April, 1902. [16]

### GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... \$2,000,000

SURPLUS AND UNDIVIDED PROFITS \$4,750,000

TOTAL ..... \$6,750,000

Head Office: NEW YORK.

Directors:

Samuel D. Babcock, Adrian Iselin Jr.,  
George F. Baker, James N. Jarvis,  
August Belmont, Augustus D. Juilliard,  
George S. Bowdoin, Richard A. McCurdy,  
Frederic Cromwell, Levi P. Morton,  
Walter K. Gillette, Walter G. Oakman,  
E. H. Harriman, Alexander S. Orr,  
G. C. Haven, Henry M. Rogers,  
R. Somers Hayes, H. McK. Twombly,  
Charles R. Henderson, F. W. Vanderbilt,  
Harry Payne Whitney.

Walter G. Oakman, President.

Adrian Iselin Jr., Vice President.

Henry M. Rogers, 2nd Vice President.

John Gault, Manager.

Wm. C. Edwards, Foreign Dept.

F. C. Hartman, Secretary.

R. C. Newton, Assistant Treasurer.

London Committee:

Arthur John Fraser, (Chairman),  
Donald C. Haldeman,  
Honorable Levi P. Morton.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARR'S BANK, LIMITED.

Hong Kong Office:

4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED.

On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:

For 3 months 2 1/2 per annum.

" 6 " 3 1/2 "

" 12 " 4 %

N. G. EVANS, Acting Manager.

Hong Kong, 10th April, 1902. [12]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON, PEKING, CHEFOO, PENANG, CHINKIANG, SINGAPORE, CHUNGKING, TIENTSIN, HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per annum Fixed Deposits for 3 months.

" 4 " " 6 "

" 5 " " 12 "

E. W. RUTTER, Manager.

Hong Kong, 1st January, 1901. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £650,000

INTEREST ALLOWED ON CURRENT ACCOUNT.

On Current Accounts at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months ..... 4 per cent.

" 6 " " 3 1/2 "

" 3 " " 3 "

T. H. WHITEHEAD, Manager.

Hong Kong, 17th May, 1902. [11]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(C)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI ..... Chusan ..... C. L. Daniel ..... About 23rd May ..... Freight or Passage.

LONDON, &c. .... Ballarat ..... R. A. Peters ..... Noon, 24th May ..... Freight or Passage.

MSEILLES and } Soatra ..... G. W. Babot, R.N.R. .... Noon, 29th May ..... Freight only.

LONDON ..... E. Spicer ..... About 31st May ..... Freight or Passage.

(See Special Advertisement.)

† Via SHANGHAI, MOJI and KOBÉ. (Passing through the Inland Sea).

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hong Kong, 16th May, 1902.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZ-REGENT LUITPOLD ..... WEDNESDAY, 28th May.

PREUSSEN ..... THURSDAY, 12th June.

\*HAMBURG ..... THURSDAY, 26th June.

PRINZ HEINRICH ..... THURSDAY, 10th July.

SACHSEN ..... THURSDAY, 24th July.

\*KIAUTSCHOU ..... THURSDAY, 7th August.

BAVARN ..... THURSDAY, 21st August.

KONIG ALBERT ..... THURSDAY, 4th September.

PRINZESS IRENE ..... THURSDAY, 18th September.

DARMSTADT ..... WEDNESDAY, 1st October.

PREUSSEN ..... WEDNESDAY, 15th October.

\*HAMBURG ..... WEDNESDAY, 29th October.

KARLSRUHE ..... WEDNESDAY, 12th November.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 28th day of May, 1902, at NOON, the Steamship "PRINZ-REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD, Captain E. Oesemann, with

MAILS, PASSENGERS, SPECIE and GARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hong Kong, 14th May, 1902. [6]

## Intimations.

### LANE, CRAWFORD & CO.

### SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most reasonable rates.

Hubbuck's Paints and Oils, Hubbuck's Turpentine.

Sir Chas. Price's Compound Engine Oil.

Crane's Cylinder Oil.

"Glenfield" Boiler Fluid, "Zynkara" Boiler Fluid.

American "Valvoline."

Soapstone for Topsides, &c., &c., Boot-topping in two shades.

Baxters All long flax Canvas (the best in the market).

Gourock All long flax Canvas and Grass Bleached Canvas.

Woodberry Canvas and Duck.

Ships Upholstery a speciality, attended to by experienced European Assistants. Any kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hong Kong, 3rd February, 1902. [732c]

### GOIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.

Apply to

DODWELL & Co., LIMITED.

Hong Kong, 5th March, 1902. [271c]

### Johnson's Digestive Tablets.

THE GREAT REMEDY FOR  
Indigestion, Dyspepsia, Flatulency and  
Acidity of the Stomach.

VICTORIA DISPENSARY,

Late Dakin, Crulokahank & Co., Ltd.

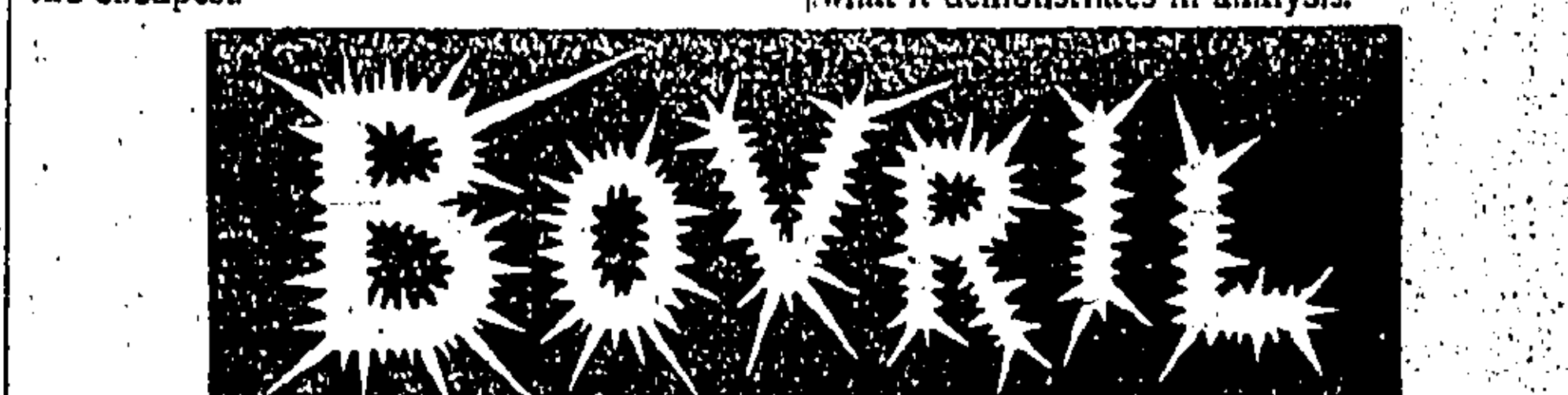
Hong Kong, 15th November 1900. [16]

## Intimations.

### BOVRIL ISN'T DEAR, BOVRIL AT THE FRONT.

In fact, value for value, it is one of the cheapest drinks and one of the most economical foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and while giving a more genuine and lasting warmth than the latter, contains, in addition, the nutritive principles of beef worth many times its cost.

Old fashioned beef teas and meat extracts, whether known as such, or disguised under more pretentious modern names contain none of the NUTRITIVE properties of beef. Baron Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a nourishment Meat Extract is probably the most expensive article one can buy. Bovril one of the cheapest.



### UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

### UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.

SUPERINTENDENT: ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

24]

### JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimomaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.U. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Hoedo, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tohmiyama, Tsubakuro, Yeshinotani, Yoshio, Yuoikibara and other Coals.

563c] N. INUZUKA, Manager, Hong Kong.

### H. PRICE & CO.,

12, Queen's Road,

TELEPHONE No. 135.

are SOLELY

### Wine, Spirit and Bottled

### Beer Merchants.

They only supply genuine liquors of unquestionable

purity at popular prices.

Hong Kong, 27th March, 1902. [1932c]

### Hocks & Moselles, &c.

FOR HOT SEASON.

### HOCKS AND MOSELLES.

(Direct from and bottled by Deinhard & Co., Coblenz).

Oppenheimer, Lauenheim, Nierstein.

Graacher, superior, Bodenthal, Hochheimer.

Steinwein (Bock Bottles), Liebfraumelch.

Sparkling Moselle (Crown label), Sparkling Hock (Crown label).

Sparkling Hock (Black label).

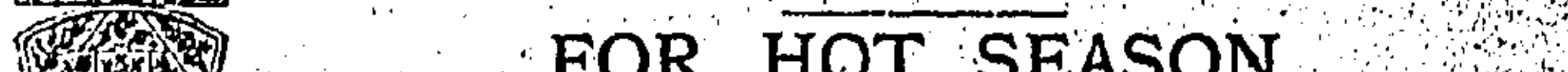
SOLE AGENTS:

### CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS

15, Queen's Road

Hong Kong, 5th May, 1902. [1932c]



Telephone No. 75.

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SIR H. A. BLAKE, G.C.M.G.

## TO RETURN TO HONGKONG AFTER THE CORONATION.

Notwithstanding that a rumour has been published to the effect that H.E. the Governor, Sir Henry A. Blake, G.C.M.G. does not intend to return to Hongkong, we are in a position to state, and have the news on most excellent authority, that the Governor of Hongkong and Lady Blake will return to the Colony by the Empress boat immediately after the Coronation celebrations in June. Sir Henry Blake and Lady Blake are at present staying with the Duchess of St. Albans at 49, Cadogan Gardens, London.

## HONGKONG SHARE MARKET.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state—

HONGKONG, Friday, May 16th.

Dullness continues to prevail in our share market, and the business put through during the week has been very limited in volume.

The Star Ferry Company, Limited, has advertised its Fourth Ordinary Annual Meeting for the 21st May. The transfer books are closed from the 12th to 21st instant, both days inclusive.

The China Light and Power Company, Limited, has given notice of its Fifth Ordinary Annual Meeting for the 24th May. The transfer books will be closed from the 20th to 24th instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks have been negotiating at \$390, and there are further buyers at this price. The London quotation remains unchanged at £63. Nationals continue in demand at \$27, but are without business.

Marine Insurances.—Unions have ruled firm, and shares are still wanted at \$390. China Traders have found buyers at \$57. Yangtzes and Canton are steady at quotations.

Fire Insurances.—Hongkong Fires have not been dealt in during the week, but keep firm at \$330. China Fires have changed hands at \$80, and more shares are offering.

Shipping.—Hongkong, Canton and Macao Steamboats are asked for at \$38, but holders will not part under \$38. Indo-Chinas have further strengthened their position, and shares can be placed at \$133. Douglas Steamships are quoted at \$43. China and Manilas have receded to \$35, but at this rate buyers rule the market. Star Ferries old issue, can be procured at \$22; the new shares are obtainable at \$11½. Shell Transports have been fixed at £1.10½ and £1.12½ closing in demand at £1.12½.

Refineries.—China Sugars remain weak, and are on offer at \$118. Luzons are still to be had at \$25.

Mining.—Punjoms are wanted at \$53. Rauba have been disposed of in small quantities at \$9.10, and the market closes steady at the rate. Jolebus are out of favour at \$3.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks have been done and are still obtainable at \$40. Farmanas are unchanged with buyers in Shanghai at \$125. Kowloon Wharves have sellers at \$89. Sales of Shanghai and Hongkong Wharves are reported at the improved rate of \$125.

Lands, Hotels, and Buildings.—Hongkong Lands have further declined, and a small lot has changed hands at \$177½. Shanghai Lands have risen to \$110, after sales at \$109. West Points and Kowloon Lands are unaltered. Hongkong Hotels have been fixed at \$39. Humphreys' Estate has been dealt in at \$12, and sales of China Providents at \$9½ have been effected.

Cotton Mills.—There are buyers of Hongkong Cottons at \$163. Ewos have been placed at \$15. Internationals are in the market at \$15.40. Lao-Kung-Mows have reacted, and have sellers at \$15.40.

Cigar Companies.—Nothing doing.

Miscellaneous.—Green Island Cements are quiet but steady at \$22. A. S. Watsons are in request at \$15, after sales at the rate. Electrics are still offering at quotations. Geo. Fenwicks can be sold at \$453, and there are buyers of China Light and Power shares at \$15. Langkats have dropped to \$12.20, at which figure shares are wanted.

## OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, April 7th.

## PEACE PROSPECTS.

We are all very busy. In fact it is quite a revelation to discover what a nation of statesmen and diplomats this little England has become. There is not a solitary journalist in the whole country who has received private communications from the Boer leaders as to the substance of the conversation which, during the past few days, has been progressing in the tent at Klerksdorp and elsewhere; and further there is not an individual in or out of the schoolroom, who feels incompetent to express an opinion on (a) the terms offered by the Boers (b) the demands formulated by the British Government (c) the conditions which would have been required by both parties respectively, had the circumstances been something entirely different to what they are. Your correspondent is, however, regretfully compelled to admit a shameful ignorance of the tenor of those remarks, which it is freely asserted, Mr. Schalk Burger and Gen. Buller went up to Pretoria to whisper in Lord Kitchener's ear, when the delegates parted company to observe the Sabbath.

This much I may however say is established. Our Government is no longer determined, in the sense that it was determined six months ago, to abide by those terms which it deliberately announced to be the irreducible.

minimum. It may not yield—it is devoutly to be hoped it will not, and it is certain that the assumption that a surrender has already been made—on the question of amnesty to rebels, is premature but it is no longer a subject absolutely outside the pale of any discussion, or the most remote compromise—as was the case not very long ago. With regard to the Taal, I believe we shall consent to its retention on an equal footing with English in the Parliaments law-courts and schools of S. Africa—a blunder of unequalled magnitude in all our past waverings.

## PERMISSION TO RETAIN ARMS.

It is tacitly conceded and the decision as to the permanent banishment of the leaders may go either way—I fancy as the Boers desire—although on this point Mr. Chamberlain remains strongly in favour of maintaining the proclamation of last September, and the great British public cries right heartily—"More power to him!" The Pro-Boer Press is clamouring—according to its amiable nature—for the concession of immediate and complete autonomy, with the franchise for all Boers including the prisoners to be forthwith returned from St. Helena, Ceylon, India and other places. Granted this very large majority of votes it does not require any great prescience to foretell the course of events in S. Africa from the moment when the bulk of the British troops is withdrawn. Mr. Lloyd-George and his following still stand by the simple formula, which has from the first embodied their policy—complete independence—but the number of Radicals who admit this conclusion of the strife to be possible is growing less—for to retain at least the appearance of common sense is an English prejudice, and it acts as a check on the full expression of views opposed to every dictate of reason.

While the question of peace or war still remains in the balance Lord Milner is calmly developing his scheme for the settlement and opening up of the country.

Fixed tenure of land. Network of light railways to connect farms with markets. Establishment of an Agricultural Bureau. Irrigation arrangements planned by Government engineers. Allotments to new settlers. Equal rights to all holders, and Free conveyance of New Colonists by transports to the Cape. It is a fine scheme, worthy of a nation—builder, worthy of our race—and it will succeed, but it will cost a considerable sum of British money to carry into effect, and at the moment under the depressing influence of that extra penny on cheques and on the income tax, the minds of citizens do not seem quite able to rise to enthusiasm over anything which will make further demands upon their purses.

Speaking of military affairs reminds me of a very interesting interview with a distinguished general officer, holding an important home post. He tells me that the rumour of

LORD ROBERTS' APPROACHING RESIGNATION to which reference has been made in previous letters in undoubtedly correct, save as to the question of time. As a Commander-in-Chief "Bohs" has not proved at all a success. Should he be able to find an occasion after the Coronation, the veteran will retire, and the vacant post is likely to be offered to the Duke of Connaught, notwithstanding that the extreme Radical party will probably raise an outcry. My informant a personal friend and admirer of Lord Roberts, mentioned the reasons why the great soldier had failed in the administrative position—reasons partly inherent in the Earl's character, partly due to domestic circumstances, largely, perhaps also to advancing years—but it is unnecessary to consider the points here. I think it may be taken as certain that Lord Roberts will not remain in office for his full tenure; and as probable, that his successor will be His Majesty's brother.

The conclusion of THE MANCHURIAN TREATY passed with little notice in this country, but Mr. Alfred Stead, in a brief letter to the Times, was at pains to put before home folk the true aspect of that convention over which there has been so much backbiting. In common with many of those who know the East, I think, however, that Mr. Stead has a little over-stated his case. After all, the Anglo-Japanese treaty did score a diplomatic success, and when dealing with the Chinese, it is a mistake to urge that that goes for little in practical Celestial politics.

Mr. Stead argues that the right to guard the Chinese Eastern Railway means to Manchuria much what the right to guard the Nile means to Egypt. These Russian railway troops he estimates at 24,000 men "which number may be indefinitely increased" and that "it therefore follows that any idea that Russia is evacuating the country is misleading—at least from the general idea of what is meant by an evacuation." Finally, Mr. Stead observes that in the growth and power of the Russo-Chinese bank, Russia possesses a still more valuable lever than railway because the "Chinese esteem the merchant and the banker far more highly than the soldier."

The letter is a good and interesting addition to newspaper comment on Far-Eastern affairs—but it gives a little far pessimism.

CHINA TEA-MERCHANTS must look better after the reputation of their wares if popularity is ever to be attained. A good many retail vendors are offering "China teas, pure and delicate blend" at 2/- per lb. of which the "blend" is quite obvious, the "China" is conspicuous by its absence. One such mixture was by no means hard to taste, only its land of origin was not according to statement, and thus the home consumer is misled as to the quality of the real article. Of

course, the shops will not betray the firms from whom they buy, but an example ought to be made.

## THE TERRIBLE ACCIDENT.

on board H. M. S. *Mars* by which eleven lives were lost, and a larger number of men wounded, created a most painful sensation on Tuesday evening. During a gunnery practice, the breech of a large gun blew out and every one of the group gathered in the barbettes was either killed or hurt. The officer in charge at the time was, with one of the seamen, blown into the sea and neither body was recovered. The other nine coffins were conveyed to Queensland during Wednesday, after the funeral service had been read over them by the Chaplain in the presence of the whole ship's company. So far as the evidence goes at present it appears that no one was to blame, but a strict enquiry will be held. Two officers were killed on the spot, and a young shipman lies in a critical condition. Both Lieutenant Borne, and Sub-Lieutenant Miller were officers of great proficiency and special promise.

## THE WANGSI OF REBELLION.

A correspondent writing to a home paper says:—

All that the Chinese Government allows Europe to know of the circumstances attendant upon the rebellion in South China goes to prove that it is a far more serious affair than it was at the outset expected to become. As Ping-Yuen is a town in Kweichow province, a long way to the north of the Nan-Ling range of mountains, whilst Pin-Chau, King-Yuen-fu, and Hong-Chau lie to the southward thereof, it follows that the insurgents, who hold all the four towns named, are also in possession of the passes in that range. The places indicated are a considerable distance apart. Ping-Yuen is nearly 300 miles from Pin-Shau, and this affords a fair idea of the widely-extended character of the rising, which is, to all appearances, directed more against the existing Manchu Government than against foreigners.

The reformer, Kang Yu-Wei, who figured so prominently in affairs at Peking in 1898, and has since visited London, and who for many months was obliged to hide himself from the wrath of the Empress-Dowager in Singapore, is again very active, this time in Kwang-Si and Kwang-Tung, the two adjoining provinces of the south in which the insurrection is assuming large proportions.

THE ORGANISERS. Kang Yu-Wei has an able colleague in Dr. Sun Yat-Sen, of Pootland-place renown, and together they have an influential following. They are both of them competent organisers, and they seem to have contrived to arm the rebels to an appreciable extent with repeating rifles. The fact that these weapons are being procured from the coast is palpably causing the Peking Government no little uneasiness.

In part the war material furnished to the insurgents finds its way to them through Kwang-Chan-Van, which is the French naval depot acquired in 1898, in Kwang-Tung province, a little to the westward of Hongkong, San Francisco merchants have been shipping arms likewise, but at the urgent request of the Chinese Minister at Washington a check has now been put upon the export from California.

Precisely why recourse is had to a French port of which little but the name is known in Europe, in preference to Canton or Hongkong, as a base from which to obtain military supplies cannot be determined off-hand, but perhaps the hypothesis may be advanced that as Kang Yu-wei is well known to British officials, his object would be frustrated were he to seek to purchase and ship guns or rifles through the Customs of English port or settlement. At all events the rebels seem to be able to obtain all that they need for the prosecution of their enterprise without coming into collision with the British colonial authorities.

PROBLEMS THAT MAY ARISE. So long as the operations of the rebels are confined to Kwang-Si and adjacent provinces of Kwang-Tung and Kwei-Chau, however, there may be no international complications to vex the souls of the Chinese officials at Peking, who sit in the Wai-Wu-Pu. But in the instant that it becomes known that a violation of the Tonquin boundary has taken place—and the prospect of such a thing occurring is by no means remote—the troubles of the Peking Foreign Office will begin.

France, under her bargain with the Powers will consider that her interference is distinctly called for, and once Southern China becomes the scene of a French invasion, no matter upon what pretext, the signatories to the Anglo-Japanese Agreement will be confronted by some curiously knotty problems.

EVACUATION TIENTSIN. On the 17th ult., in the House of Commons, Sir C. Dilke asked the Under-Secretary for Foreign Affairs whether conditions with regard to the handing back of territory at Tientsin had been agreed on by the Allied Commanders, one of the conditions being that Chinese troops were not to approach within 30 kilometres either of the Native City or of the railway, and the conditions also containing stipulations with regard to the hills west of Peking and Chinese warships at Taku; and if so, whether the British Minister in Peking had been consulted on and had given his consent to any such conditions.

Viscount Cranborne: We have not yet received information as to the details of the recommendations which have been made by the military commanders to the diplomatic body at Peking, but it was expected that these would have been submitted about 14th inst., and a report will no doubt be made by Sir E. Satow after they have been discussed by the representatives of the Powers.

## Auction.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by

## PUBLIC AUCTION,

on WEDNESDAY, the 21st May, 1902,

at 2.30 P.M., at Smith Villa, East Magazine Gap, (the residence of F. H. H. Esq.)

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising—

TAPESTRY AND PLUSH COVERED DRAWING ROOM SUITE, BLACKWOOD

AND MARBLE-TOP TABLE, OVERMAN-

TELS, CARVED DESK, BOOKCASE,

LACE CURTAINS, EXTENSION DINING

TABLE, TEAK CHAIRS, DINNER

WAGONS, HATSTAND, WRINGING

MACHINE (Special), SINGLE BRASS

BEDSTEADS, SINGLE IRON AND BRASS

BEDSTEAD, MARBLE-TOP WASH-

STANDS, TOILET SETS, WARDROBES

WITH BEVELLED GLASS, CARPETS,

RUGS, CARD TABLE, DINNER

SERVICES, CHANDELIERS, READING

LAMPS, SEWING MACHINE, &c., &c.

One PIANO by F. L. Newmann, Hamburg, in good condition.

ALSO: PLANTS, FERNS IN POTS.

TERMS:—As usual.

Catalogues may be had any time on Saturday, when the furniture may be viewed.

On view on Monday next.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th May, 1902. [546d]

## Intimations.

## SANITARY BOARD NOTICE.

IN view of the PREVALENCE of CHOLERA in Hongkong the public are hereby warned against the Consumption of UNRIPE or OVER RIPE FRUIT, UNCOOKED VEGETABLES and UNBOILED MILK or WATER.

By Order, G. A. WOODCOCK, Secretary.

Hongkong, 10th May, 1902. [536d]

## THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 21st May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 21st instant, both Days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 12th May, 1902. [540d]

## CHINA LIGHT AND POWER CO., LIMITED.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, on SATURDAY, the 24th instant, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1902, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 24th instant, both Days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th May, 1902. [537d]

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transaction of Public Business, on WHIT MONDAY, the 19th instant. For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED, E. W. ORMISTON, Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency, GASTON MAYER, Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLEANDER, Manager.

For the RUSSO-CHINESE BANK, J. W. R. TAYLOR, Manager.

For the GUARANTY TRUST CO. OF NEW YORK, N. C. EVANS, Acting Manager.

Hongkong, 13th May, 1902. [544d]

## HONGKONG RIFLE ASSOCIATION.

MEMBERS are informed that NEW RULES and REGULATIONS have been drawn up, a few copies of which may be obtained on application to the Honorary Secretary.

A GENERAL MEETING of the MEMBERS is called for MONDAY, the 26th instant, at 5.15 P.M., to be held (by kind permission of The Commandant) at Volunteer Head-quarters, MOWBRAY, S. NORTHCOTE, Hon. Secretary.

Hongkong, 16th May, 1902. [31]

## CORONATION CELEBRATION FUND.

THE Undersigned will be glad to receive Subscriptions towards the above Fund. Lists may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, MESSRS. LANE CRAWFORD & Co., KELLY & WALSH, LD., W. BREWER & Co., and at the various Banks.

J. R. M. SMITH, Hon. Treasurer.

Hongkong, 7th May, 1902. [32d]

## Intimations.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

W. BREWER & Co.

NEW NOVELS at \$1.75 each.

The Dark of the Moon, by S. R. Crockett.

Stolen Souls, by William Le Queux.

The Labyrinth, by Gilchrist.

The Shoes of Fortune, by Neil Munro.

Mistress Barbara Cunliffe, by Sutcliffe.

Chains of Circumstance, by Speight.

My Strangest Case, by Guy Boothby.

Hongkong, 14th May, 1902.

Drift, by L. T. Meade.

Audrey, by May Johnstone.

The Story of Teresa, by Macdonald.

Deacon and Actress, by Gunter.

The Mystery of a Ship-yard, by Savage.

A Dream of Freedom, by Hume Nisbet.

Hongkong, 14th May, 1902.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,

Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for

the manufacture of all kinds of Aerated Waters;

Lemonade, Fruit Lemonade, Champagne

Cider, &c., &c., &c.

The machine is worked by hand, can be attended to by any

ordinary native servant and manufactures

Aerated Waters of best quality at

enormously cheap prices.

LEOPOLD SPATZ & Co.

Hongkong, 14th May, 1902.

## NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in

the World.

SUPERVISED BY 82 GOVERNMENTS.

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds

\$260,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON,

Special Representative, Hongkong Hotel.

Hongkong, 11th February, 1902.

## HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled

in its NATURAL CARBONIC ACID Gas of the Hirano Spring of Hiogo Ken,

Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN

QUALITY.

ANALYSIS PROVES ITS PURITY.

PATENT CORKING.

SIEMSEN & Co.,

Sole Agents, Hongkong and South China.

776c

Telegraphic Address: MARINEWORKS, HONGKONG.

A 1 and A 2 C, 4th Edition.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and

Specifications Prepared.

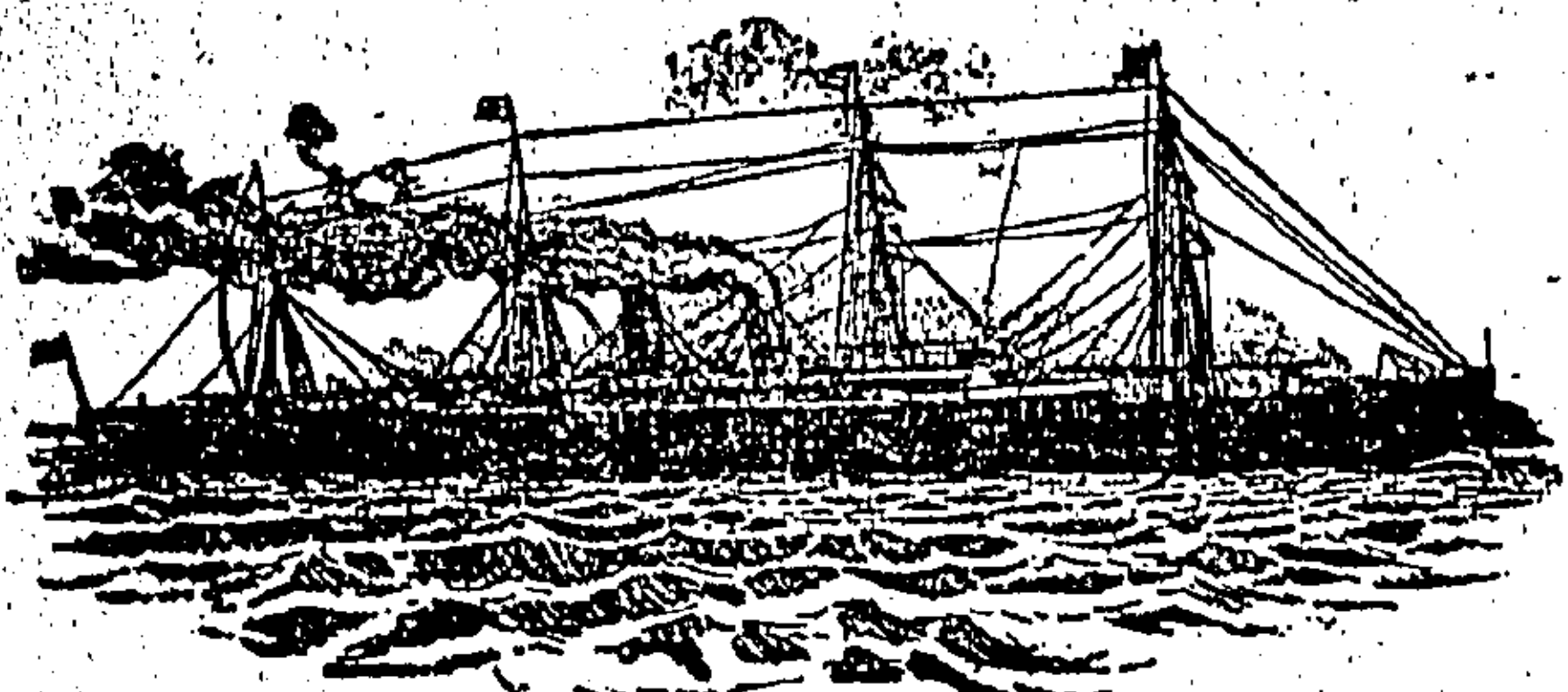
Offices: 8, Queen's Road Central.

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## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	FRIDAY, 23rd May, at Noon.
"CHINA"	SATURDAY, 31st May, at Noon.
"DORIO"	SATURDAY, 7th June, at Noon.
"NIPPON MARU"	TUESDAY, 17th June, at Noon.
"PERU"	TUESDAY, 24th June, at Noon.
"GOPIO"	THURSDAY, 3rd July, at Noon.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 23rd instant, at Noon, taking Freight for Japan, the United States and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

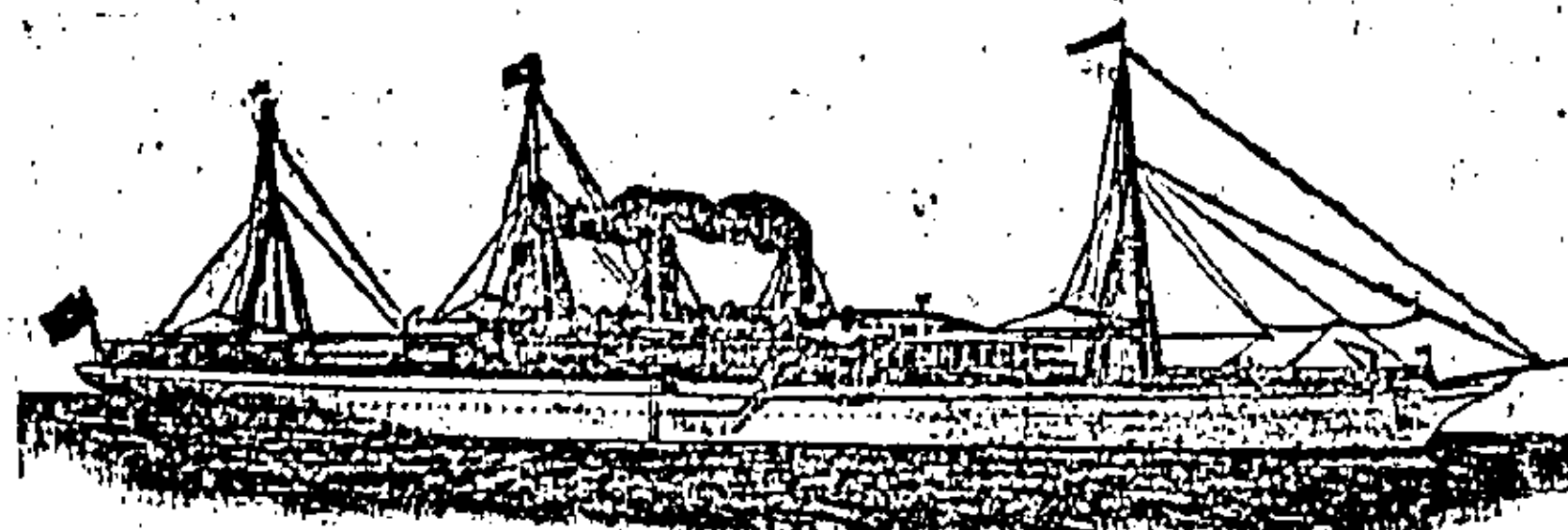
Circular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 17th May, 1902.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 21st May.
"EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 4th June.
"TARTAR"	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 21st June.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th June.
"EMPRESS OF JAPAN"	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 16th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 14th May, 1902.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBOW, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SAXONIA	HAVRE AND HAMBURG.	21st May.	Freight.
BERGIA	(Calling at SINGAPORE AND PENANG.)		
BRUNNEN	HAVRE AND HAMBURG.	4th June.	Freight.
SUEVIA	(Calling at SINGAPORE AND COLOMBO.)		
BORCK	HAVRE AND HAMBURG.	18th June.	Freight.
STRASSBURG	(Calling at SINGAPORE AND PENANG.)		
Medien	HAVRE AND HAMBURG.	1st July.	Freight.
SAMBIA	(Calling at SINGAPORE AND COLOMBO.)		
Schmidt	HAVRE AND HAMBURG.	15th July.	Freight.
SILESIA	(Calling at SINGAPORE AND PENANG.)		
Bahn	HAVRE AND HAMBURG.	30th July.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 1st May, 1902.

## Entimations.

## NOTICE

THE OFFICES OF THE HONGKONG TELEGRAPH CO. LIMITED, have now been REMOVED to No. 35, QUEEN'S ROAD CENTRAL.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

## INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE: ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &amp;c., &amp;c.,

Apply to

S. J. GODWIN,

Acting Manager.

Hongkong, 29th January, 1902.

## DROZ &amp; Co.,

WATCH MANUFACTURERS.  
STEAM FACTORY ESTABLISHED 1851.  
ST. IMIER, SWITZERLAND.SPECIALITIES:  
LEVER WATCH & CHRONOGRAPHS.  
TRADE MARKS:  
MAXIM, BERNIA, &c.REPAIRS OF WATCHES AND CLOCKS  
by competent European experts at  
Moderate Rate.No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1902.

## CHEONG SHING.

No. 39, Queen's Road Central,  
(Opposite to Messrs GAUPP & Co.)Jewellery and Silks, Pearls and Jade-stone  
Ware, Ivory Ware and Curios, Chinese  
Goods of all kinds.And also General Exporters.  
An inspection is respectfully solicited.  
Good quality and good workmanship  
guaranteed.Prices lower than other shops in the same  
line of business.

## TAI LOONG.

1 and 3, Lyndhurst Terrace,

FOR Fancy Muslins and Piques, Flowered  
Deline, Ladies' and Children's Shoes,  
New Chiffon Hats.

Hongkong, 1st May, 1902.

## MEE CHEUNG.

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.IS now in a position, in his New and Com-  
modious premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTISED  
in the Colony or in any part of the Far East.GROUPS AND VIEWS  
a speciality.

Hongkong, 22nd September, 1898.

## DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),  
DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901.

## HONG SING.

8, Beaconsfield Arcade,

ENTIRELY NEW STOCK of the Newest  
Patterns in Cloths, Canvas, and  
Ducks. Complete Gentlemen's Outfitting.

Hongkong, 10th August, 1901.

## SANG MOW.

DEALER IN

Battan Furniture, Bamboo Blinds and  
Matting of All Orders.No. 45, Queen's Road Central,  
Price Lists On Application.

Orders Executed Promptly.

Hongkong, 12th May, 1902.

## GIRAULT for TABLE DELICACIES

by every Mail.

GIRAULT for BEST FRENCH BREAD.

4, 6 and 12 Loaf.

GIRAULT WINES, LIQUEURS,  
BEER, and SPIRITS.GIRAULT for the Best Quality  
CONFECTIONERY.CHARTERED BANK OF INDIA  
AND CHINA.

The forty-eighth ordinary general meeting of the shareholders of the above bank was held at the Cannon-street Hotel on 16th ulto, Mr. J. Howard Gwyther presiding. The Chairman said:—

Before moving the adoption of the report, I desire to offer a few remarks upon the course of events in the East since we last met. In India trade has been active despite a short rainfall and plague. Bombay has profited by a large cotton crop, the mills there have somewhat improved their position, and Burmah has yielded rice in abundance. The Government has set on foot an inquiry as to the feasibility of establishing agricultural banks so as to enable the villagers to free themselves from the hands of the local money-lenders. A movement of this character is much to be desired, but progress must necessarily be slow in the absence of sufficient European supervision. China has shown

GREAT RECOVERATIVE POWERS, and trade is active at the treaty ports, but we are confronted as regards the future by a perplexing problem touching the balance of trade. Without figures other than those representing sea-borne goods it is difficult to arrive at exactitude, but having the calculation upon the official figures as telegraphed from Shanghai, I think it is safe to assume that for the past year the adverse balance, exclusive of bullion, was at least £10,000,000, to which must be added £3,000,000 required for the service of the external loans. This latter burden is now increased to £5,800,000, so that if the trade indebtedness remains unchanged at the end of 1902 the country will need to find nearly £16,000,000 for its foreign creditors. If this large sum is required there will be impoverishment consequent upon the export of precious metals to redress the balance. Then, if silver form a portion of such export exchange will be further depressed, and thus the burden of the debt will be made still more onerous. There appears to me to be an

EXTRAORDINARY HALLUCINATION existing concerning the power of the country to absorb foreign manufactures and become the dumping ground for Europe and America. Under favourable conditions the Chinaman would only increase his purchases slowly; and in the present circumstances we can scarcely expect the volume of imports to greatly expand. A tariff commission is sitting at Shanghai endeavouring to rearrange the customs so as to produce a revenue sufficient to provide for the service of the foreign debt, and at the same time do away with the *likin* tax, the exactions imposed upon foreign goods at various points in the interior. In the present corrupt state of the governing bodies in China, I fail to see how reliance can be placed upon any promise to abolish the internal taxation. The increased revenue will probably go to Peking, and the various provinces will have to subsist on "squeezes" as before. How different the position would be now if the European Powers had prevented, as suggested by Lord Rosebery, the Japanese from forcing war upon China. Formosa and £41,000,000 would have been saved, and the navy preserved. The Western nations would not have demanded territory.

THE BOXER TROUBLES would probably not have arisen, and the so-called indemnity would not have been required. Japan has greatly improved her financial position, the balance of trade has moved in her favour, the drain of gold for armaments has ceased, and the fear of an inconvenient note currency has been removed. I cannot join in the peans sung in honour of the Anglo Japanese Treaty, which has been naturally followed by the counterblast of Russia and France. I do not think that any other nation wishes to attack Japan, and, therefore, so long as she is content to be on the defensive, no harm will ensue. But I fear that the Alliance will encourage an aggressive spirit, and we may thereby be embroiled in disputes in which we will have no direct interest. One consolation is that the people of this country will never tolerate a war with European Powers unless we ourselves are directly and materially concerned. We are disappointed at the slow pacification of the Philippines and consequent retardment in the revival of trade. Since the advent of the Americans, the volume of business has greatly shrunk as a result of the insurrection. It is very evident that in the United States, politics still play a prominent part in the handling of their new possession. A considerable portion of the Republican party and the Democrats are opposed to their retention, and the Government, whilst admitting that evacuation would mean

A RELAPSE INTO BARBARISM, is only half-hearted, and wishes that Admiral Dewey had steamed out of Manila Harbour after the destruction of the Spanish Fleet. In the absence of a national determination to retain and exploit the islands, we feel as regards our branches there that whilst there is so much uncertainty we must be very circumspect, and endeavour to keep our funds as liquid as possible. Some years ago when the price of sugar fell heavily, Java had to face a severe crisis. Thanks to economy and employment of up-to-date machinery, the planters were able to bring the cost of production down to such a point as would admit of small profits upon the lower level. Unfortunately, there has been a further depression, and I fear the present price will mean, in most cases, that the incomings will not meet the outgoings. It would be most deplorable if such a fertile island retrograded in consequence of the belt bounty policy of the Continent of Europe. On previous occasions, I have called pointed attention to the ever-expanding banking facilities in the Far East. This is the near future will

continued in a most marked degree by the advent of two powerful American institutions. Without these new rivals the competition in exchange business has reduced profits to an unsatisfactory minimum, when cost of establishments and risks are taken into account. Now we must look forward to a further cutting down of margins, as the volume of trade does not require so much monetary accommodation. For example,

## HONGKONG, WITH NO CONSIDERABLE BUSINESS.

beyond that of an important distributing centre, will have almost as many banks as merchants. Other nations have come to the conclusion, I think, erroneously, that if they establish their own banks their trade will increase. I may say without fear of contradiction that in the past the English banks have always played a cosmopolitan rôle. They have invariably provided for the wants of all traders without regard to nationality, and shown no partiality for any race. I beg to move: "That the report now presented with the balance-sheet and profit and loss account, be approved and adopted." (Applause.)

Mr. Emile Levita seconded the motion, which was unanimously agreed to.

The Chairman next proposed: "That a dividend at the rate of 10 per cent. per annum, free of income tax, for the half-year ended December 31st last, be now declared, payable on and after the 23rd inst."

Mr. William Christian seconded the motion, which was agreed to.

The Chairman moved the re-election of Mr. Emile Levita as a director.

Sir Henry S. Cunningham, K.C.I.E., seconded the motion, which was put and carried.

The Chairman proposed the re-election of Mr. William Christian to a seat on the board.

Sir Alfred Dent, K.C.M.G., seconded the resolution, which was agreed to.

On the motion of Mr. James Jones, the auditors, Mr. M. N. Girdlestone and Mr. M. Mowat, were re-appointed.

An extraordinary general meeting was then held to make certain alterations in the articles of association.

The Chairman said: Before I go into detail I would refer to two points of importance. I may say that, so far as regards two of the clauses, we are simply rearranging them, so as to make them more coherent and logical. One of the two points we wish to amend is that which concerns the question of the election of directors. Under the old clause a shareholder had to be such for six months before he could be elected as director, and we simply ask you to authorise that we can elect a director if he is the holder at the time of his election of 100 shares. I think you will agree that the old clause is an anachronism, and that this is a very reasonable change. The second point is also of importance. Until now we could not declare an interim dividend without calling the shareholders together, although we only present accounts annually. Experience, however, teaches that a yearly meeting is quite sufficient. The Chairman then proposed the formal resolutions to carry out these changes.

Mr. H. N. Gladstone seconded the motions, which were agreed to.

Mr. James Jones: I beg to move: "That the best thanks of the shareholders be given to the directors and the staff for their successful management of the bank." I am quite sure you will agree with me that these thanks are well deserved, and the directors and staff have fulfilled their duties admirably. (Applause.)

Mr. Benjamin Smyth seconded the motion, which was very cordially received.

The Chairman: On behalf of the directors, the staff and myself, I beg to thank you. I am glad to be able to give such a good report, and I am sure you will all be well pleased to know that we have not forgotten the staff in our prosperity. (Applause.)

The proceedings then terminated.

PRESENTATION OF CHINA  
MEDALS.

TO "AURORA" MEN.

Medals for the operations in China were presented on 15th ult to the officers and crew of the *Aurora*, Captain E. H. Bayly, C.B., which recently returned from the China Station, and was paid off on 17th ult at Devonport. The presentations were made on board the ship by Mrs. Bayly in the presence of Rear-Admiral Sir E. Chichester and a number of officers of the ships in harbour. Captain Bayly thanked the ship's company in the name of his wife for having invited her to present the medals, and said there were two or three things which the ship's company could pride itself on, although little had been said or written about them. It was 50 or 60 of that ship's company who formed part of the advance guard in Admiral Seymour's force. They got miles nearer Peking than anybody else under Lieutenant A. G. Smith, and they had to fight their way back through thousands of Boxers to rejoin the main body. They were also present at the taking of Taku, and those who remained with him at Tientsin formed part of the British force of 350, of whom 59 were killed or wounded in the first week's fighting. That would compare with any loss in any part of the world in the last two years. It lasted seven days altogether, but there were only five days of actual fighting. He told the Admiral and also the General at Hongkong that small as the British force was it was turned out for every nation, to support them where the fight was thickest and hottest. They were the one force that supported everybody, and asked for help from none. He himself was very proud to have commanded such a lot of men. They must not forget that they were much appreciated in China. When they left Hongkong they had to respond to 70 separate rounds of cheering from all the foreign ships.

It is out of the question, of course, for steamship owners to hoist sails simply to satisfy the craving of the passengers for the picturesque; but there is no doubt that these same passengers would feel proud as if they were leading a sea-faring life if the owners did so.

They can compile themselves those that are sea-sick with the thought that a ship with great metal yards and masts will roll a good deal more than one without them when those masts and yards are up. A yard weighing 50 tons and a mast weighing 100 tons will have an immense leverage, and when the sea is rough will begin to pendulum.

Only one or two old mariners, with seaweed and barnacles growing to them, held out for sails, and talked about "flying in the face of Providence," and asked what a seafaring life was coming to. The younger men, who figured the things out from a standpoint of pounds, shillings, and pence, prevailed, and there was a great overhauling of Allan steamers, and for a long time the second-hand masts and yards were full of material, and there were square miles of shipwork canvas for sale (or for sail). The practical captain said that if it didn't pay to carry the extra sailors who were needed to hoist sail and slow round the heavy yards, the steamships built nowadays are so heavy and deep that all the sail that can be put upon them will make very little difference in their speed.

The weight of great steel masts and yards diminished the freight-carrying capacity of the steamers, and this was an item. Canvas also is a very expensive article, and needs constant work upon it with the needle. Altogether, the abolition of it has been profitable to the companies.

The number of accidents to the machinery of the new going, single-screw steamships is really very small. Most of the sensational shaft and propeller collapses happen aboard the double-screw racers, that are burning up coal in an effort to rush their mails and passengers from land to land with lightning-like rapidity. Then, when there is a smash-up, the steamer can always reach one side or the other of the Atlantic under the remaining screw, giving the marine reporters a chance to roll on their tongues their favourite picturesque expression that she "jumped into port." If the marine reporter could not do this once in a while life would be to him a dreary blank.

HELPLESS STEAMERS.

This stripping of the modern steamer yards and canvas explains why a vessel like the *Conar*, der *Litania*, when her engines collapsed, was so entirely helpless—dependent upon a fellow-liner to temporarily do duty as a tug.

Twenty years ago sailors distrusted their propellers. They carried large yards and big outfits of canvas ready to go into action at any moment. Gunwaders could have sailed from Liverpool to New York at a pinch. But they can't now.

Sailors remember the days, not so very long ago, when the steamship *Lydia Monarch* broke down, and Captain "Tom" Huggett sailed her nearly 2,000 miles into port, making New York in about thirty days. Huggett had not had a chance for a generation to sail a ship, and he felt like a young man again as he crowded on all sail and hoisted up signals of "No thanks" to the steamers that hovered around offering to tow him into port.

Although nothing afloat can be as pretty as a sailing ship, there was something picturesque in the old four-masted steamship, with a crowd of white milliners upon her going before the wind, her funnel well hidden by the canvas cloths. The giant steamship of to-day, when she is making her 500 miles in twenty-four hours, has no little aloft that she suggests a plucked chicken. All the while there is about her the foaming wake made by the grind and kick of her monster screws.

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## BUILDING COLLAPSES IN HONGKONG.

## THE COCHRANE STREET DISASTER.

## Question in the House of Commons.

In the House of Commons on the 8th April, Mr. Weir asked the Secretary of State for the Colonies if he would state the number of persons killed in the autumn of last year through the collapse of a house in Cochrane street, Hongkong, the cause of the collapse, the name of the owner of the house, the names of the builder and architect; and whether any compensation had been paid to the widows, orphans, or dependents of the persons killed.

Mr. Chamberlain: Forty-three persons lost their lives through the accident in question, which was largely due to defects of construction. The owner and builder of the houses were Chinamen, and their names have not been reported. The architect of the recent structural alterations was a Mr. Hazeland. I am not aware whether or not any compensation has been given to the families or dependents of the deceased.

## WONDERS OF THE PACIFIC.

## DRIFTING WRECK.

Professor George Davidson of the University of California, president of the Geographical Society of the Pacific, spoke in the Academy of Sciences Hall recently upon "The Currents and Climatology of the Pacific," and interested a large audience for more than an hour. His talk was based largely upon his personal investigations during many years, and was roughly illustrated with a large map he had especially prepared to indicate the sweeping course of the Pacific currents and the general wall-like mountain chain drawn in a mighty curve about the shores of the western ocean.

He said that the EQUATORIAL CURRENT in the Atlantic that moves westward into the Gulf of Mexico and sweeps northward as the Gulf Stream, and curves across to warm the shores of Europe had its counter system in the Pacific in the equatorial current that started about at Panama and moves westward to the Philippines, is deflected by those plateau-like barriers, turned northward along the Japanese coast and sweeps in a great upward curve back across the Pacific as far as the Japan stream to warm the northern shores of this country; and come down and deflected southward, to be redrawn into the equatorial current for another trip across to the Philippines. But, while the two big oceans have similar ocean currents, their shores are different. The Pacific, beginning at Cape Horn extending up the coast to the Aleutian islands, over to China, Japan, the Philippines and ending way down at Tasmania, is bounded by

A MOUNTAIN WALL close to shore ranging roughly from 500 to 15,000 feet in height and having no fewer than 350 active volcanoes in a distance of 20,000 miles.

Professor Davidson went on to explain that the equatorial current moves westward because the earth is turning eastward all the while, and the ocean, being a movable surface on a solid body, really hangs back a little, and that action results in a western trend of the waters at the equator, where the surface of the earth is moving the fastest, and this western movement along the equator draws into it from north and south the currents coming from the polar regions. Off Japan this equatorial stream of warmer water is from 500 to 600 miles wide, moves eighty miles a day and gives the shores of Formosa a temperature of 86 degrees. After it curves back

ACROSS THE PACIFIC and warms the colder northern coast it moves southward. Because the greatest coast rainfall is at Cape Flattery, and there it is 125 inches a year, Professor Davidson inclines to the opinion that about there the Japan current, with its rain-bearing vapors, must strike its midstream. As this current passes San Francisco it widens to 1000 miles, and has given up a good deal of its warmth to the chilly coasts of the north. Professor Davidson has a record of some seventy Japanese junk, carried away in typhoons and left to drift with the Japan stream, and the wrecks, a few of them with men on board, show where the stream strikes all around to the Hawaiian islands. He spoke of one junk that had been picked up 300 miles southwestward of Santa Barbara with three survivors of a large crew, after drifting for 57 days in the Japan stream thousands of miles. From that drift the rate of the movement of the stream was found to be ten miles a day.

He told of a so-called tidal wave that had STRUCK THIS COAST, and explained that it was an earthquake wave from Japan. It crossed the Pacific ocean about 6000 miles in eleven and a half minutes and made itself felt way up into the Tuolumne river and in San Francisco and San Diego bays. From that wave the scientists computed the average depth of the Pacific between here and Japan to be between 2700 and 2800 fathoms, or about 16,000 feet, and they established this before the ocean cablelayers in the Atlantic had learned the depth of that ocean. Scientists had also found a depth of more than five miles in the Pacific, the deepest ever sounded.

He said that when the Canadians asked for even a fifty-mile limit for fur sealing in the Behring sea they knew that the mother seals swam out fifty and sixty miles from the Pribilof to feed their fish in the Japan stream, and no food fish were to be found in the cold waters closer to the rocks here. San Francisco Call.

G. GIRAULT GENERAL GROCERIES, PROVISION AND BAKERY.

## GUN PRACTICE IN THE FLEET.

## THE THYRILLER RECORD.

In the House of Commons last month, Mr. Keadley asked the Secretary to the Admiralty whether Petty Officer Grounds, of H. M. S. *Terrible*, who last year accomplished the feat of putting eight hits on the prize-firing target in one minute from a 6-in. quick-firing gun while his ship was steaming past at 12 knots, received any special monetary reward for this skill; and whether, having regard to the fact that the King's prize men at Bisley obtained a monetary prize of £250 and a gold medal and badge, the Admiralty would consider the advisability of instituting some national prize to be competed for each year by the captains of the guns of His Majesty's Fleet.

Mr. Arnold-Forster: The sum of £21 15s. was placed at the disposal of the captain of H.M.S. *Terrible* for distribution in prizes for firing with the 6-in. gun. The petty officer referred to received his proper share of the amount allotted to the gun's crew of which he was the captain. The conditions under which heavy gun firing is conducted in the Royal Navy are such that it is not considered possible, even if were desirable, to institute a prize similar to the King's Prize competed for by the Volunteers at Bisley. Every effort is made by the offer of money prizes, and by taking advantage of the *esprit de corps* and rivalry prevailing between different ships, to encourage gunners in the Navy to obtain proficiency in gunnery. There are objections to any attempt to put the gunnery of the Fleet on the lines of a military rifle competition.

## PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Australien*, from Marseilles, May 24—To Saigon: Mr. and Mrs. Dejean de la Halle. To Batavia: Mr. C. Van Lelyveld.

Per P. and O. steamer *Aranda*, connecting with the steamer *Chusan*, from London, April 17—To Yokohama: Mr. T. W. Schofield. To Shanghai: Mr. E. T. Thwaites. To Hongkong: Mr. E. T. Thwaites. To Canton: Mr. E. T. Thwaites. To Singapore: Mr. W. Crompton and son. Mr. J. C. Crawford. Mr. R. Payne. From Marseilles: Mr. Bustin. Mr. G. B. Addison. To Hongkong: Mr. Bustin. Mr. and Mrs. F. A. Newton and a child.

Per P. and O. steamer *Shanghai*, from London, April 10. To Shanghai: Mr. Elmore. To Hongkong: Lieut. D. M. Hamilton. Mr. and Mrs. Shelton Hooper, Mrs. Harrison Smith. To Singapore: Mr. P. A. Langley.

Per P. and O. steamer *India*, connecting with the steamer *Paradise* at Colombo, from London, May 2. To Hongkong: Mr. W. R. Spritt. From Marseilles: To Singapore: Mr. and Mrs. Gentilhomme, Mr. E. T. Baird. From Brindisi, May 11—To Manila: Mr. O. A. Main.

Per P. and O. steamer *Albatros*, from London, May 3. To Singapore: Mr. Roger Pass.

Per Norddeutscher Lloyd steamer *Hamburg*, from Bremen, April 17, and Southampton, April 22—To Yokohama: Mr. Phillips. Mr. Cecil Cheswick. Mr. Geo. Ray. To Nankai: Mr. Walker and family. To Shanghai: Mr. A. B. Todd. Mrs. Spence. Mr. F. E. Joffe. Miss F. Brown. Mr. C. Schlabach. Miss Maud Over. Mr. Thos. Huton. Mr. Moore. Miss Walton. Mrs. Boyle. Mrs. Phillips and children. To Hongkong: Mrs. Humphries. Mr. Johnson. To Bangkok: Mr. M. M. Siddi. Miss Sri. To Singapore: Mr. and Mrs. Joseph and children. Mr. and Mrs. J. Campbell. Mr. Maw and child. Mr. W. Denney. Mr. H. A. O. Burgess. Mr. Wm. Gower. To Penang: Mrs. Brown and a child.

Per Norddeutscher Lloyd steamer *Prinz Heinrich*, from Bremen, May 1, and Southampton, May 6—To Shanghai: Mr. and Mrs. Cooper and a child. To Singapore: Mr. and Mrs. F. J. Chapman and child.

Per Rotterdam Lloyd steamer *Sakak*, from Rotterdam, March 2—To Batavia: Sister Clementine Clinkens. Sister Lambertine Blomster. Sister Subertha to Winkler. Sister Loyola. Sister Cyrella van der Sande. Sister Gertruda Keaton. Sister Philip a. Alois. Sister Relinda ten Bruck. Sister Guldä Beneker. Messrs. Fr. von Eck, A. de Lange, G. J. Specklin, Mr. and Mrs. G. H. Bodan and 3 children. Mr. and Mrs. C. L. Barents. Mr. P. C. Williams. Miss T. C. A. H. Thelen.

Batavia Netherlands steamer *Koning Willem III.*, from Amsterdam, March 1—To Batavia: Messrs. A. S. Ruzette and daughter. P. Oberstadt. Mr. and Mrs. W. de Vos tot Nederveen Cappel. Mrs. S. Wit-Bakker. Messrs. M. Poel-Knapp. P. A. van Veen. Mr. and Mrs. L. Lusaad's children. Messrs. F. Binkling. A. Hutel. K. Werns. From Gona: Mr. and Mrs. J. Radema and children. Mrs. M. J. Kuchers. Mrs. W. A. van Neevelen-Oudemans. Mrs. L. M. Jansen-Andrews. Miss H. M. C. Beenekamp. Mr. and Mrs. G. P. Oldemans. Mr. and Mrs. T. H. de Heer. Mr. and Mrs. G. P. Oldemans. Mr. and Mrs. A. A. Sangster and a child. Mrs. and Mrs. A. W. Andriess. Messrs. W. F. Mallette de Buy Wanger. P. Centra. A. E. F. Muller. J. Pull. Mr. and Mrs. G. A. Fokker and children. J. A. Mouton de Jongh. Mrs. A. M. Stoll-Lucard. Mr. and Mrs. D. Schuring and children. Mr. and Mrs. W. F. Zuut. Misses C. Moorman. A. A. W. Brewer. Mr. H. I. Anshing. Mr. and Mrs. S. de Ruyter and 3 children. Mr. E. H. M. Uijde. Mr. and Mrs. H. C. de Wey. Messrs. M. D. Klansner. Ch. J. I. M. Welter. G. Engberts. W. A. Bremer. C. C. Nolei. W. I. L. M. Jansen. F. H. Audewer. G. A. M. Jansen and daughter. Miss A. B. Stoll. Mr. G. Stolliger and child. Messrs. J. C. Groen. H. J. C. Teunissen and a son. G. P. Bonn. J. H. P. Mayne. H. J. Scholte.

## EXCHANGE.

Hongkong, 17th May.  
ON LONDON, Telegraphic Transfer 1/8 3/16  
Bank Bills, on demand 1/8 3/16  
Credits, 4 months' sight 1/8 3/16  
Dinants, 4 months' sight 1/8 3/16  
ON LONDON, (demand) 1/8 3/16  
ON LONDON, Bank Bills, on demand 1/8 3/16  
ON NEW YORK, Bank Bills, on demand 1/8 3/16  
ON NEW YORK, Credits, 30 days' sight 1/8 3/16  
ON BOMBAY, Telegraphic Transfer 1/8 3/16  
ON SHANGHAI, Telegraphic Transfer 1/8 3/16  
ON YOKOHAMA, T.T. 1/8 3/16  
Sovereigns, Bank's Buying Rate 1/8 3/16  
Gold Leaf 100 touch, per tael 1/8 3/16  
Bar Silver 100 touch, per tael 1/8 3/16  
Dollars 1/8 3/16

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies' and Children's Under-clothing. Children's Dresses and all kinds of Embroidery. Materials can be supplied, if required.  
The Superioresse will also be most grateful for any FAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
Hongkong, 22nd April, 1902.

G. GIRAULT for RED, WHITE, BLUE, ORANGE SPECIALTY COFFEE.

**HOTELS.**  
**HOTEL CRAIGIEBURN,**  
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.  
For Terms, &c., apply to the  
HONGKONG, 2nd July, 1900. MANAGER.

GO TO THE  
**KOWLOON HOTEL,**  
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.  
**HOTEL CENTRAL,**  
No. 179, Settlement, Yokohama.

THE most centrally situated Hotel in Yokohama within five minutes of Haloba (Landing Pier), Banks, Post Office and Principal Foreign and Japanese Stores.  
French Cuisine. Airy and Spacious Bedrooms. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Best qualities of Wines and Liquors.  
Telegraphic Address: "VERISSEL," Yokohama.

L. VERISSEL, Proprietor & Manager.  
27th March, 1902.

**THE CONNAUGHT HOUSE,**  
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

Apply to THE MANAGER.  
TERMS MODERATE.  
Hongkong, 7th December, 1901.

**THE BAY VIEW HOTEL.**  
Very best brands of Wines, Beers and Spirits only kept. Private.  
dinners, a specialty.  
Under entirely new management.  
J. LACOCK.

**"BOA VISTA,"**  
(HOTEL SANITARIUM OF SOUTH CHINA),  
MACAO.  
THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.  
The strictest supervision as to food and cleanliness is exercised by a European Manager.  
Telegraphic Address: "BOA VISTA."

**METROPOLE HOTEL.**  
Convenient distance from town, delightful situation.  
**BOARD AND RESIDENCE.**

Intimations.

**NOTICE.**  
THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 15/16 down to 1/8d, is now on Sale at THE "HONGKONG TELEGRAPH" OFFICE. These Tables, which run in columns of 100, from £999 down to £1, and from 19/11 down to 1d or from \$999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 1/16 =

£879.0.0 = \$9,561.926  
17.11 = 9745  
59,571.671  
whereas with the other exchange books the process would be as follows—  
£800.0.0 = \$8,702.550  
79.0.0 = 761.473  
9.0.0 = 97.247  
17.0.0 = 9,247  
11.0.0 = 9497  
59,571.671  
or to convert the dollars into sterling at the same rate of exchange—  
\$9,000.00 = £827.6.10.8  
\$710.00 = 52.9.9.11  
671 = 1.2.13  
879.17.11.00  
but by other books it would be—  
\$9,000.00 = £827.6.10.8  
700.00 = 45.10.3.4  
100.00 = 6.8.6.8  
100.00 = 1.10.1.3  
600 = 1.1.3  
700 = 1.1.3  
1 = 1

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, \$10 per copy.  
Hongkong, 30th April, 1902.

**NOTICE.**  
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID.**

AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.  
Hongkong, 6th March, 1897.

**NEW VICTORIA HOTEL.**  
ROTISSERIE.  
Meals a la Carte.  
CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.  
Monthly Dinner at Moderate Rates.  
Madar & Farmer, Proprietors.  
Hongkong, 2nd September, 1901.

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.  
MARINE GLASSES and SPYGLASSES.  
1107, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

**MAILS.**  
**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA.	SUNDAY, 18th May, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE U.S.A., via MOJI, KOBE and YOKOHAMA.	THURSDAY, 22nd May, at 4 P.M.
SADO MARU	KOBE and YOKOHAMA.	FRIDAY, 23rd May, at Daylight.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 23rd May, at Noon.
KUMANO MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 30th May, at Noon.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 31st May, at Daylight.
KASUGA MARU	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SATURDAY, 31st May, at Noon.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 2nd June, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.  
Hongkong, 10th May, 1902.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th May, 1902, at 4 P.M., the Company's Steamship "TONKIN," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de la Clotie*, which vessel takes on her Passengers and Mails leaving that Port on the 31st instant, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 18th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, 8th May, 1902.

**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
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Victoria 3,502 J. Pantou May 24  
Tacoma 2,811 A. Dixon May 31  
Olympia 2,837 J. Truebridge June 28  
Glenogle 3,750 G. E. Warner July 12

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.  
Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.  
The best route to the Klamath Gold FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.  
For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.  
Hongkong, 10th May, 1902.

**EDUCATION: WEI-HAI-WEI SCHOOL.**

AN ENGLISH SECONDARY SCHOOL, where a thorough all-round education is provided on modern lines.  
Pupils prepared for the Public Schools, the Royal Navy, and for commercial life. Bracing climate. Healthy situation, facing South.  
Summer term begins May 5th.

PRINCIPALS: HERBERT L. BERR, London University, L.C.P., formerly Assistant Master of Trinity College, Cambridge; CHAS. E. BERR, London University, L.C.P., formerly of Queen Elizabeth's Grammar School, Salisbury.  
14th February, 1902.

**WO SHING.**  
PRINTER, BOOKBINDER, AND RUBBER STAMP MANUFACTURER.

Moderate Prices.  
No. 20, Peking Street, Hongkong, 25th January, 1902.

TO LET.  
HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.  
GODOWNS at BLUE BUILDINGS.  
HOUSES at CAUSEWAY BAY, facing the Polo Ground.  
A HOUSE in RIVON TERRACE, No. 11, MACDONNELL ROAD.  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 24th April, 1902.

TO LET.  
OFFICES in Ground Floor of DES Vaux ROAD and ICE HOUSE STREET.  
For Particulars, apply to THE MEDICAL HALL, 70, Queen's Road Central.  
Hongkong, 4th March, 1902.



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGEIANG"	20th May.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	20th May.
SHANGHAI	"PAOTING"	21st May.
PORT DARWIN, THURSDAY ISLAND, CROWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & M'BOURNE (Taking Cargo and Passengers at through Rates for New Zealand Ports).	"TSINAN"	20th May.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"POLYPHEMUS"	16th May, 1902.
"	"PELEUS"	21st "
"	"STENTOR"	29th "
"	"ALCINOUS"	4th June, "

## HOMEWARDS.

FOR LONDON.

"GLAUCUS"	26th May, 1902.
"AMAMENON"	10th June, "
"STENTOR"	21st June, "
"ALCINOUS"	8th July, "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ACHILLES"	20th May, 1902.
"DEUCALION"	10th June, "

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
Agents, O. S. S. Co.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
**THE OREGON RAILROAD AND NAVIGATION COMPANY,**  
Operating the New First-class Steamships  
"INDRAVELL," "INDRAPURA,"  
and  
"INDRASHAMHA,"  
between  
**HONGKONG AND PORTLAND (OR.)**  
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 22nd instant.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.  
For Freight, apply to  
**THE PORTLAND AND ASIATIC STEAMSHIP CO.**  
ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*.....	"DAIGI MARU"	T. Kitano	SUNDAY, 18th May.
FOR FOCHOW*.....	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 21st May.
FOR TAMSUI*.....	"DAIJIN MARU"	T. Ogata	SUNDAY, 25th May.
FOR ANPING*.....	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 28th May.

\* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers and a daily qualified doctor is carried.  
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 14th May, 1902.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL"	About 20th May.
"MACDUFF"	31st May.
"SATSUMA"	14th June.
"SHIMOSA"	21st June.
"HEATHBURN"	"
"RICHMOND CASTLE"	"

For Freight and further Information, apply to

**DODWELL & Co., LIMITED,**  
Agents.

Hongkong, 15th May, 1902.

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"QUEENSLAND,"

Captain Gray, will be despatched for the above Port, on TUESDAY, the 20th instant, at 5 P.M.

For Freight, apply to

**SHEWAN, TOMES & Co.,**  
Agents.

Hongkong, 12th May, 1902.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates for the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA,"

Captain Feltner, will be despatched as above on SATURDAY, the 24th instant, P.M.

The steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Information as to Passage and Freight, apply to

**SANDER, WIELER & Co.,**  
Agents.

Hongkong, 16th May, 1902.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LAURIAK & Co.,**  
General Managers.

Hongkong, 17th May, 1902.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND,"

Captain Hutton, will be despatched as above on or about THURSDAY, the 5th June.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.

Hongkong, 12th May, 1902.

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.  
**SIEMSEN & Co.**  
Hongkong, 17th May, 1902.

## Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SS. 'PREUSSEN,'"

of the NORDDEUTSCHER LLOYD, having arrived at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th instant, at 9.30 A.M. and THURSDAY, the 22nd instant, at 9.30 A.M.

All Claims must reach us before the 27th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 15th May, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"FORMOSA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., *ex S.S. Peninsular*.  
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

E. A. HEWETT,  
Superintendent.

Hongkong, 15th May, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"GISELA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIELER & Co.,**  
Agents.

Princess' Buildings.  
Hongkong, 15th May, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**DODWELL & Co., LIMITED,**  
Agents.

Hongkong, 15th May, 1902.

## Consigners.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

E. A. HEWETT,  
Superintendent.

Hongkong, 13th May, 1902.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant, will be subject to rent.

No Fire Insurance has been effected.  
**J. S. VAN BUREN,**  
Agent.

Hongkong, 13th May, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BENLAVERS,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & Co.,**  
Agents.

Hongkong, 15th May, 1902.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,  
Agent.

Hongkong, 15th May, 1902.

Masonic.

VICTORIA CHAPTER,

No. 52, E.C.

AN EMERGENCY CONVOCATION of the above CHAPTER will be held at the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 21st instant, at 8.30 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 14th May, 1902.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by **A. S. WATSON & Co., Limited,**  
Hongkong, China and Manila.

## Intimations.

BRITISH NORTH BORNEO.

WANTED

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to  
**DIRECTOR OF PUBLIC WORKS,**  
SANDAKAN.

3rd February, 1902.

ZETLAND HOUSE,  
10, QUEEN'S ROAD CENTRAL.

SUPERIOR Accommodation, Meals at all hours, Breakfasts, Tiffins, Teas, Dinners and Suppers. Moderate Charges.  
**MRS. WATLING,**  
Proprietress.

Hongkong, 1st May, 1902.

WILLIAM MACLEOD, D.D.S.,

DENTIST.

Beaconsfield Avenue, Nos. 11 and 12, and Floor.

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acute or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

SAVARESSE'S SANDAL CAPSULES

Not made of Gelatine; most efficacious because absolutely pure Eucalypti Oil.

Full Directions. All Chemists. Insist on Savarasse's.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Crockery, Wa. e, Bras and Iron Bedsteads and Mattan Sofas for whole set.

JUST ARRIVED. No. 1 & 3, D'Agular Street. Behind Hongkong Dispensary.

Hongkong, 1st May, 1902.

Relieves the scaling pain at once and cures all discharges from the genital-urinary organs in either sex in 48 HOURS.

Unlike the sandal-oil of the Bazar, this is superior to Colpaiba, Cubeb, or injections, and causes no inconveniences.

Beware of imitations. Each tin Capsule bears the name LEE LOONG.

6, RUE VIVIERNE, PARIS.

Shipping Reports.

Capt. Bartling, of the steamship *Pittanulok*, from Bangkok, reports—S.W. monsoon with fair weather.

Capt. H. Plambeck, of the steamship *Amoy*, from Newchwang, reports—Stormy S.W. winds, much rain, thunder and lightning, with rough sea.

Capt. S. Gibson, of the steamship *Hailong*, from Manila, reports—Moderate to fresh S.W. monsoon to 16° N. and 118° E., with variable and light N.E. winds to port.

Capt. W. Passmore, of the steamship *Hainan*, from Foochow and Amoy, reports—Foochow to Amoy moderate S.W. winds and sea, fine and clear. Amoy to Hongkong fresh S.W. winds and sea, with occasional heavy squalls. From Lammucks to port fine clear weather.

Capt. Robson, of the steamship *Thales*, from Swatow, reports—Left Swatow at 4 p.m. on the 15th inst., arrived Hongkong at 1 p.m. on the 16th, moderate variable breeze, heavy squalls and rain to Kupchi, thence steady W. breeze and fine cloudy







**Fancy Drapery Dept.**

Hosiery, Gloves.  
Ribbons, Laces.  
Dress Materials.  
Linen, Longcloths.  
Drills, Hollands.  
Flannels, Flannelettes.  
Feathers, Flowers.  
Chiffons, Nets.  
Umbrellas, Rain Coats.  
Fancy Work, Wools.  
Boots and Shoes, &c., &c.

**Gentlemen's Dept.**

Shirts, Collars.  
Hosiery, Gloves.  
Hats, Ties.  
Umbrellas, Rain Coats.  
Boots and Shoes.

**WILLIAM POWELL, LTD.,**



**28 & 34, QUEEN'S ROAD CENTRAL,**

**HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.**

**General Furnishing.**

Carpets.  
Linoleums.  
Tapestries and Repps.  
Art Serges.  
Household Linens.  
Down Quilts.  
Blankets.  
Bedding.  
Bedsteads.  
Ranges and Cooking Stoves.  
China and Glass.  
Bags and Trunks.  
Fancy Leather Goods.  
Toys and Games.  
Mats and Rugs.  
Overmantles, Mirrors, &c.

**FURNISHING AND IRONMONGERY DEPARTMENTS.**

NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS.  
NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.  
COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,  
FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

**LADIES, FANCY AND DRAPERY DEPARTMENTS.**

REAL LUXCUIL, DUCHESS MALTESE AND GUIPURE LACES AND LACE COLLARS,  
SILK GLOVES, TORCHEON AND GUIPURE INSERTIONS, GRASS LAWNS  
ALL OVER, PIECE LACE AND NEW PARIS LACES.

**LACE CURTAINS.**

NOTTINGHAM, SWISS, ECRU AND FRILLED MUSLINS, ETC.  
LINEN CAMBRIC HANDKERCHIEFS, FANCY AND SELF-  
COLOURED SILK CHIFFONS.

**SUMMER UNDERWEAR.**

A CHOICE SELECTION OF NAINSOOK GARMENTS ESPECIALLY SELECTED FOR  
EASTERN WEAR.

**LIGHT FANCY DRESSING JACKETS.**

**NEW BABY CARRIAGES AND MAIL CARTS.**

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR  
GAMES IN GREAT VARIETY.

**DRESSMAKING DEPARTMENT.**

This section of our business is a new venture and has met with extraordinary success during the past 4 months.  
All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the  
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.  
We intend making this department a specialty and ladies will do well to give us a trial.  
Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most  
Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.  
Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.  
Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is  
necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.